

TRAMWAY SQUABBLE

George De Lion After N. C. Co.

Files Petition Protesting Against the Continuance of the King Street Tramway.

George De Lion has got blood in his eye and he is after the scalp of the N. C. Co. A couple of weeks ago he filed a communication with the city council protesting against the alleged blocking up of the foot of King street by the company and at the next meeting the company came right back with a statement that their lines of which complaint had been made were not interfering with traffic, but that a pile of wood and logs, a floating wharf, etc., belonging to complainant did so. An armistice of a week or two then occurred, but last night at the council meeting it broke out afresh in another quarter. Mr. De Lion filed a protest against the N. C. tramway running from the company stores up King street to the warehouses at Fifth avenue and much to his surprise almost immediately following the reading of his own petition there appeared a counter communication from the company concerning the matter complained of. In his petition which was signed by himself and Luella Day McConnell there were six reasons given why the tramway should be abolished. It was in many places above the street level which made crossing with teams next to impossible, it was unsightly, it was a nuisance on account of the noise made, the company had no right to appropriate a portion of the public highway to their own use, they had no charter nor permit which allowed them to build it in the first place, and the council was begged to order it removed at once and in default of the company so doing to cause the same to be done and tax the company with the cost.

The counter petition which came back as a sort of a boomerang was signed by the N. A. T. & T. Co., Mrs. M. A. Hammell, Dawson Warehouse Company, John Gilson, R. A. Kalenborn, Chas. Bosnyk, Larss & Dueslos, Wm. Germer, G. M. Allen, George Hill, J. A. Farr, D. W. Davis, Emil Stauf and about thirty others. The petition recited that they for the most part were tenants and occupants of property by which the tramway passes and that they had no objection whatever to its continuance. It does not interfere with traffic, is used on an average not above an hour a day, and is utilized by the general public as a sidewalk. It stated further that the tramway was a necessity for the company in transporting its goods to and from its warehouses which on account of their large quantity and the danger from fire it was imperative that they be stored in a place of safety. The petition of De Lion, it said, was not made in good faith and was only for the purpose of venting a personal spite. He is not the owner of any property abutting on the tramroad which he holds to be so obnoxious.

Later in the evening his worship seeing both Mr. De Lion and Mr. McGowan, who represents the N. C. Co., present he gave them permission to further elucidate their views upon the matter to the council.

As Mr. De Lion arose to his feet he was observed to be pretty wrathful. He could not understand how the N. C. Co. had learned of his petition in time to prepare their unless the city clerk with whom he had filed his had deliberately made it his business to inform them. He reiterated the statements he had made in writing as to the company possessing no charter and other allegations made and claimed it as his right as a citizen to make the protest, characterizing the signers of the counter petition as a "lot of funkies."

Mr. McGowan had only a few words to say, but reminded the council that nearly all those who had signed his petition had been approached by Mr. De Lion for the same purpose and refused, and as to the gentlemen being a "lot of funkies," he would leave the question of their character and general stability to the members of the council and they could judge for themselves. The petition was signed by nearly every property owner abutting the tramroad and one of the number had circulated it for signers. All agree that it is a convenience rather than otherwise and none object to it. Mr.

McGowan further stated it had been placed there in '07 under written authority from the inspector of police then in command, and it had been maintained and operated under permission and instructions from Mr. Ogilvie, formerly commissioner, and all others having anything to do with the streets of the city. Any recommendations that the council had to offer in the way of fills or crossings the company would be glad to attend to. The speaker to show the willingness of his company to do everything fair and just in the matter instanced a complaint they had rectified last summer. Mrs. Hammell had spoken to them of the inconvenience of a team getting to her store as the tram formerly stood on Second avenue and the company at its own expense had extended the sidewalk out in the street until it was flush with the car tracks.

His worship informed the gentlemen the matter was one the council had had under consideration for some time. In fact, he had spoken to Mr. Mizner of it himself, when the latter had offered to make any fills that were suggested. The company was by far the heaviest taxpayer in the city and was certainly entitled to some consideration. The repairs and fills Mr. Mizner had offered to do the city had done itself.

Both communications were referred to the proper committees and that protesting against the tram will doubtless die a horrible death from innocuous desuetude.

Mrs. Ritchie Arrives.

On one of the late steamers to arrive were Mrs. P. R. Ritchie and daughter, it being the latter's first visit to Dawson. Mrs. Ritchie went to the outside nearly a year ago, her husband joining her in the fall. They spent the winter in California, Mr. Ritchie coming in over the ice in March.

HOTEL ARRIVALS.

Rochester Hotel.—G. N. Williams, Mr. and Mrs. James R. McKinnell, George J. Milton, C. Tommonelli, Hunker, George Johnson, Hunker, F. E. Hollout, Hunker, R. Rice, Hunker, C. D. Coleman, James, McCullen, C. Talbot, Fred A. Johnson, H. C. White and wife, R. M. Marshall.

WATER FRONT NOTES.

The hull of the Flora has been bought by the Five Fingers Coal Co. Her house will be removed and she will be converted into a coal barge. Connor & Charlton arrived with a scow Sunday night ten days out from Whitehorse. They report Thirtymile very low and difficult to navigate and think on their way down they struck very rock and bar that was possible to be found, though fortunately their craft suffered no damage. Their cargo consisted of seven tons of spuds, 100 cases of eggs, 1-500 pounds of rhubarb, 40 dozen cucumbers, five bunches of bananas, ton of onions, 50 boxes of tomatoes, and 20 cases each of oranges and lemons.

Both the Susie and T. C. Powers will leave for St. Michael about the 14th. The Thistle, sister to the La France, will be towed here as soon as launched and finished at this port. She will be six feet longer than her companion boat. As soon as she is ready for service the Nora will be laid up and probably dismantled. The next boat expected from up river is the Selkirk which left upper Lebarge at 7:30 Sunday night. A couple of hours later she struck a bar at the head of Lebarge where she remained until this morning. She passed lower Lebarge at 8 a.m. and if no trouble is experienced in Thirtymile river she should arrive tomorrow evening.

The Bonanza King, which left Whitehorse Sunday at 5:30 in the afternoon, also had serious trouble with a bar at the head of Lebarge. At the last account she was still stuck and it is not known whether she has yet been able to spar herself free.

The latest report from up river, received this forenoon, is that the Mary Graff is hard aground on a bar three miles below Whitehorse. The Koyukuk, the new N. C. boat for the river of the same name, which has been built in Portland and shipped up in sections to Whitehorse, has been launched and expects to leave for Dawson about the 15th. Both the Nora and Wilbur Crimmon left for Whitehorse last night with a fair load of passengers.

NOTICE.

We have moved into our new location and are ready for business. Inspection of our new stock of imported goods invited. Everything first-class. Best of trimmings, workmanship and fit guaranteed.—GEO. BREWITT, Second avenue, between Queen and King streets.

MISS MAMIE HIGHTOWER

Tells of Her Experience in the Water

At the Time Her Companion May Connor Lost Her Life.

The story of Mamie Hightower of the drowning of her companion, May Connor, is one of the most pathetic stories ever told. In referring to it Miss Hightower forgets all about her own struggles in the water and her own rescue from certain death. She cannot even give the name of her rescuer, though she says he called her by name and she knows him well by sight.

Miss Hightower was fetched from below Dog Island yesterday afternoon by the steamer Marjorie, and taken to her room in the Savoy building. Since then and up to the present writing she has been more or less delirious, calling out "May, May, keep your head up," "keep your head up," "they will save us from the Whitehorse." May Connor, she says, was on her back across the Peterboro canoe, with her head in the water.

It is not true, according to what can be made out of Miss Hightower's story, that a man leaped from the deck of the Whitehorse to her rescue. He was in his night clothes sure enough, but he was also in a boat. Miss Hightower had hold of the canoe they started out in but she let go one hand in an effort to lift May's head, and the current swept her down the stream. She says that she called to May many times but May never responded. She thought May was dead and that she herself soon would be when the current swept her under. But she came up again and saw the man making after her in a boat—one of the steamer Whitehorse boats. He called to her many times before he came up to her. When he came alongside she caught hold of the boat herself. She was then unconscious, she says. He helped her in to the boat, and landed her below Dog Island. He then carried her to a cabin, but did not himself come into the cabin as he said he was quarantined and if he did Miss Hightower would be quarantined, too. She says the people of the cabin behaved to her very kindly, and did everything possible to make her comfortable.

Miss Hightower is still in an excited condition from her terrible experiences and by the doctor's orders none of her friends are permitted to see her.

Miss Hightower says it was after three o'clock before they got away from the waterfront. When they got opposite the Whitehorse they broke one of the paddles. Then they run on to the cable from the Whitehorse and the other paddle was broken. They all clung to the cable, the three policemen and the two women, until the boat capsized, and then they all tried to get a hold of the boat. After the breaking of the second paddle they had drifted to the cable, and when they got hold of it and the boat was capsizing Tony, one of the

In the Fancy Patterned Suits

The trend is now largely towards undressed Worsteds, Cheviots and Tweed effects in modest toned colorings of stripes and checks and mixture. These are the sort of stuffs that the high-class merchant tailors outside are making to order at from \$60.00 to \$75.00.

OUR PRICES RANGE FROM \$15.00 TO \$40.00.

However, it will be well worth your while to call at our store and see the examples of high-class tailoring in the ready-to-wear suits. We give you entirely different goods from what you see in other places about town. THEY MAY COST A LITTLE MORE but are the cheapest for you.

FIRST AVENUE
Opposite White Pass Dock

HERSHBERG

The Reliable Clothier
1st Ave.

Only a "Kid"

Seattle, June 10.—Kid Parker, a notorious Seattle character, is again in the toils. He got into a brawl with a number of disreputable persons in the Merchants' Cafe on Yesler Way and was given a thrashing. During the fight Parker drew a knife and slashed one of his opponents.

Well, Well

Vancouver, June 10.—Many young Swedes are leaving for the States chiefly on account of more stringent military conditions.

Seattle Gets Even

Seattle, June 10.—Inspired by similar action on the part of Portland

Boston Blow

struck Boston yesterday. Twenty persons are missing this morning and anxious friends are besieging the harbor master's office enquiring for friends who went out yesterday.

New Chiffon and Silk Neck Ruches

New Laces and Pearl Buttons just in

SUMMERS & ORRELL, Second Avenue.

City Drayage and Express. **DAWSON TRANSFER CO.** Day and Night Service. CHANGE OF TIME TABLE—On and After May 20, 1902. —STAGES— Leave Dawson... 8:30 a. m. and 6 p. m. Leave Forks... 8:30 a. m. and 6 p. m. Phones—Office, No. 6; Night Phone No. 9. Freighting to all the Creeks. OFFICE, N. C. BUILDING

Auditorium Theatre

BEGINNING MONDAY, JUNE 9

"Ten Thousand Miles Away"

Prices as Usual

No Smoking Monday, Thursday, Friday.

STEAMER CLIFFORD SIFTON.

WILL SAIL FOR

WHITEHORSE

ON OR ABOUT JUNE 12th.

FOR TICKETS, RATES, ETC., APPLY

FRANK MORTIMER, Agent, - Aurora Dock

Robins Belt Conveyors

Stack tailings, carry and elevate dirt and rock successfully and economically. B. A. Howes. Office, Hotel Metropole, Dawson

500 Gent's Nobby SPECIAL! Straw Hats \$1.00

SEE OUR WINDOW

REMEMBER THAT UP-TO-DATE LINE OF CLOTHING WE CARRY

\$15.00 - \$18.00 - \$20.00 - \$22.00.

N. A. T. & T. COMPANY

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Is WROUGHT IRON PIPE

We Have All Sizes from 3-8 Inch up to 6 Inch.

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